

THE YARN MARKET.

In their fortnightly report, dated December 2, Messrs. Cawston, Pallen & Co. remark:—Since the issue of our last circular dated the 18th ultimo, our Yarn Market ruled steady and business was reported in almost all counts and descriptions. The last Mail's quotations. The Chinese dealers, having obtained orders from the interior, came forward and made purchases; the importers, on the other hand, with a view of a further rise in Exchange met the dealers freely, hence a large business transpired, leaving a meagre stock in the hands of a good business is reported in No. 10s, at last mail's prices. No. 10s, ruled steady at quotations. Nos. 12s, and 10s, as usual move freely, prices show no change. No business is reported in Nos. 8s, and 6s, only through the absence of these counts, they can be placed at much higher prices than quoted in this report. Sales during the fortnight comprise about 1,225 bales of No. 10s, 1,650 bales of No. 12s, 825 bales of No. 10s, and 2,400 bales of No. 20s, in all about 7,100 bales. Arrivals per Steamers Nubia, Gladiolus, Nansang and Lightning of about 7,000 bales. Shipments to Shanghai and the Northern ports about 3,000 bales. The Unold stock estimated at about 11,000 bales.

A HUNTER'S EXCITING DAY.

New York, October 28th.—Mr. Abbott Nelson, a well-known sportsman, of Bangor, Maine, is the hero of a thrilling adventure. On a recent hunting expedition he encountered an enormous bull moose, and fired at it with a gun loaded with bird shot, but only wounded it. Following with rage, the moose charged Mr. Nelson, who hastily climbed a tree and sat on a branch. It broke, however, and he fell right between the horns of the animal, which had become entangled in it. Lifting the hunter with it, the moose started off at a furious pace through the woods. Mr. Nelson lost consciousness, but revived when the beast plunged into a lake two miles wide and swam across, the hunter holding firmly by its antlers, and succeeded in leaping to the land above water. When the moose reached the shore, a larger animal of the same kind appeared, and a battle royal ensued. The unfortunate hunter, held fast by his clothing, was dashed about and almost mangled by the clashing horns. Finally he was hurled twenty-five feet away, bruised, battered, and bleeding.

THE POPULATION OF FRANCE.

The Official Report on the population of France during 1903 has now been published in the *Journal Officiel*. The births exceeded deaths by only 73,106 which is less than in 1902 (83,944), and but a trifle more than in 1901 (72,398). The decrease, compared with the preceding year, is due to the smaller number of births, of which there were 18,666 fewer than in 1902. On the other hand, the number of deaths has continued to diminish; in 1903 it was 7,838 less than in 1902. In 1903 the number of deaths exceeded that of the births in 36 Departments, whereas in 1902 that was the case in but 30 Departments, and in 1901 in 33 Departments. Compared with 1902 the diminution in the number of births was general, as it extended to 73 Departments out of the 80 into which France is divided. The largest decrease occurred in the Nord, where there were 1414 births fewer than in 1902; the Seine, 1311 fewer; Bouches du Rhone, 1018; Gers, 824; and Dordogne, 718. In only 14 Departments were the births in 1903 more numerous than in 1902. The most important increases took place in Morbihan, 710; Ile-et-Vilaine, 494; Manche, 497; Corsica, 330; and Vosges, 235. The decrease in the number of deaths in 1903, compared with those in 1902, took place in about half the Departments. Among these are the Seine, 3194 fewer; the Nord, 2015; Manche, 772; and Morbihan, 760. Among the Departments where the deaths were more numerous in 1903 than in 1902 were Bouches du Rhone, 1602; Dordogne, 817; Valenciennes, 592; and Puy-de-Dome, 500. According to the Census of 1901 the population of France was 38,961,945. In 1903 the number of births was 826,712, and that of the deaths 753,606. Of the 826,712 children, 421,223 were boys. This proportion is about the average. Of the 826,712 children, 754,047 were born in wedlock. Of the 753,606 deaths, 389,598 were males. The percentage of deaths to the population was 1.93 per cent. In 1902 it was 1.95 per cent., and in 1901 2.01. The number of marriages in 1903 was 295,996, an increase of 1210 compared with 1902. On the other hand, the number of divorces in 1901 was considerably greater, being 303,469. The number of divorces continues to increase. In 1903 it was 319; in 1902, 343; and in 1901, 744.

For Sale.

FOR SALE.
A FIRST-CLASS BOARDING ESTABLISHMENT in Hongkong. Fully furnished and doing good business. Splendid House, with every convenience, and having an excellent view of the Harbour. Opportunity to walk from Electric Cars. Well-known to, and patronized by, Americans. Suitable for Private or Public Occasions. Present Proprietor leaving for England shortly.
Apply by Letter to
J. N. A.,
Care of 'CHINA MAIL' Office,
Hongkong, November 11, 1904. 2043

Intimations.

THE JAPAN LAUNDRY CO.
THE above LAUNDRY is rapidly gaining Public Support for their Excellent Workmanship and Prompt Attention. Shirts, Collars and Ladies' Dresses a Specialty. Travellers are strongly recommended to give this Company a trial.
F. G. ALLEN,
Manager.
Office: No. 36, QUEEN'S ROAD CENTRAL, Above Watson & Co. Old Establishment.
Hongkong, November 24, 1904. 2111

HUMPHREYS' ESTATE & FINANCE CO., LD.

NOTICE IS HEREBY GIVEN that a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up and that such call is payable on 2nd January, 1905, at the REGISTERED OFFICES of the COMPANY, Alexandra Buildings, Des Voeux Road, Hongkong.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, November 1, 1904. 2155

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the COMPANIES' OFFICES, Alexandra Buildings, in Exchange for Hongkong and Shanghai Banking Corporation's Receipts.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, October 19, 1904. 2158

KWONG TY CHEONG.

LATE OF NO. 47, QUEEN'S ROAD CENTRAL.
CHINESE & JAPANESE CURIOS DEALER.
PRICES VERY MODERATE.
8, D'AGUIAR STREET, HONGKONG.
Hongkong, October 20, 1904. 1886

APPLY FOR

THE ANGLO-AMERICAN STORE'S LATEST FINEST LIST OF GROCERIES, etc., etc.
Hongkong, 1, Wellington Street, Kowloon, 63 & 64, Elgin Road.
Hongkong, September 17, 1904. 697

A CHOO & CO.,

39, DES VOEUX ROAD, CENTRAL.

GENERAL STOREKEEPERS, NAVAL CONTRACTORS, AND COAL MERCHANTS.

HAVE always on hand an ample stock. Supplies procured at shortest notice. Well-directed steam-launches kept for picnic parties and for towing purposes. PRICES VERY MODERATE. Telephone No. 190.
Hongkong, December 1, 1904. 1791

QUONG HING LUNG,

FIRST-CLASS

Tailor and Outfitter.

30 YEARS' EXPERIENCE IN U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER.

PRICES VERY LOW.

No. 86, QUEEN'S ROAD CENTRAL, Hongkong.

Hongkong, September 14, 1904. 1880

NAM SING,

U. S. ARMY TAILOR.

47, QUEEN'S ROAD CENTRAL.

BRAND NEW STOCK IN HAND.

Hongkong, September 3, 1904. 1639

S I E N T I N G,

Surgeon Dentist.

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 24, 1904. 69

THE PREPARATIONS

OF

Mrs. ELLIEN, SKIN SPECIALIST.

DRUGHTON, England, are guaranteed to cure itching, burning, and pruritus. Their application imparts to the face, neck, and arms a delicate softness, the fresh tint of health and the radiant complexion of every woman of refinement. THE OREUM POWDER and LOTIONS prepared by Mrs. ELLIEN are not only quite harmless, but they are natural skin nutrients, and distinctly beneficial.

Sole Agents
A. S. WATSON & Co., Ltd.
Hongkong, September 14, 1904. 1154

SIR ROBERT HART'S

MEMORANDUM.

A copy of the Report on the...

Hongkong, July 2, 1904. 327

DARTING
A precious possession. It is made and kept dainty by
'DARTING' LANOLINE
No imitation can bear the 'Darting'.
No imitation can be called 'Darting'.
Demand the genuine.
'DARTING' TOILET LANOLINE
'DARTING' LANOLINE' TOILET SOAP
Wholesale & Retail, 41, Market Street, London, E.C.

ENO'S INVALUABLE IN ALL
FUNCTIONAL **'FRUIT SALT'** DERANGEMENTS
OF THE LIVER.
The value of ENO'S 'FRUIT SALT' cannot be told. Its success in Europe, Asia, Africa, America, Australia, and New Zealand proves it. THERE IS NO DOUBT THAT where it has been taken in the earliest stages of a disease, it has, in innumerable instances, PREVENTED what would otherwise have been A SERIOUS ILLNESS.
CAUTION.—See Capsule marked ENO'S 'FRUIT SALT' without it you have a worthless imitation.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG., by J. C. ENO'S Patent.
Sold by Chemists, &c., everywhere.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 35 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Dec. 7	G. M. S. Froussac	Hamburg	—	Jan. 17
" 21	P. & O. Moltke	Hamburg	15	" 23
" 27	G. M. S. Prinz Ritel	Hamburg	—	" 31
" 31	Friedrich	Hamburg	—	" 3
" 27	M. M.	Marseilles	25	" 21
" 31	P. & O. Bengal	Hamburg	29	" 25
Jan. 4	G. M. S. Seydlitz	Hamburg	—	" 13
" 14	P. & O. Moltke	Hamburg	—	" 23
" 28	G. M. S. Roon	Hamburg	—	" 27
" 28	P. & O. Commodore	Bremen	—	" 27
Feb. 1	G. M. S. Bayern	Hamburg	—	" 14
" 11	P. & O. Simla	Hamburg	—	" 18
" 15	G. M. S. Sleson	Bremen	—	" 23
" 25	P. & O. Chusan	Hamburg	—	" 1

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Dec. 15	P. M. S. Siberia	San Francisco	1905
" 27	do. Ophile	do.	Jan. 4
Jan. 7	do. Korea	do.	" 17
" 19	do. Gaelic	do.	" 28
" 31	do. Mongolia	do.	Mar. 11
Feb. 11	do.	do.	Mar. 11

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Dec. 14	G. P. R. Empress of Japan	Vancouver	1905
" 28	do. Athenian	do.	Jan. 21
Jan. 11	do. Empress of China	do.	Feb. 2
" 25	do. Empress of India	do.	Mar. 1

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Dec. 14	C. N. Changsha	Sydney	1905
" 28	E. & A. Eastern	do.	Jan. 4
" 31	C. N. Chingto	do.	" 18
Jan. 11	E. & A. Australian	do.	Feb. 1
" 25	C. N. Tairuan	do.	" 15
Feb. 8	E. & A. Empire	do.	Mar. 1
" 22	C. N. Tairuan	do.	" 15
Mar. 8	E. & A. Eastern	do.	Apr. 1
" 22	C. N. Tairuan	do.	" 15
Apr. 8	E. & A. Empire	do.	May 1
" 22	C. N. Tairuan	do.	" 15

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at.
Albatross	despatch-steam	1700	12	3000	Comdr. Richard M. Harbord	Hongkong
Albatross	battleship, 1st class	12,950	24	13,500	Captain Sydney R. Fremantle	Wharfedale
Albatross	aloop	1050	4	1400	Commander D. Nugent	Hongkong
Albatross	crusier, 1st class	11,000	18	18,000	Capt. Charles Windham, C.V.O.	Wharfedale
Albatross	crusier, 1st class	11,000	18	18,000	Capt. R. N. Cunningham	Wharfedale
Albatross	gunboat, 1st class	710	4	1800	Lieut. Com. J. M. Martin	Hongkong
Albatross	gunboat, 1st class	10,100	14	13,000	Lieut. Comdr. T. D. Pratt	Hongkong
Albatross	gunboat, 1st class	10,100	14	13,000	Captain Fegan	Wharfedale
Albatross	gunboat, 1st class	10,100	14	13,000	Captain Henry M. Tudor	Singapore
Albatross	water tank and tug	350	—	200	—	Hongkong
Albatross	aloop	1070	10	1400	Comdr. Ernest Barton	Singapore
Albatross	torpedo boat destroyer	350	—	3700	Lieut. Comdr. Asner	Hongkong
Albatross	crusier, 3rd class	1590	12	3800	Comdr. F. V. Lewis, D.S.O.	Hongkong
Albatross	battleship, 1st class	12,950	24	13,500	Captain Hoo. Walter G. Skopford	Hongkong
Albatross	torpedo boat destroyer	375	—	4000	Reserve	Wharfedale
Albatross	torpedo boat destroyer	375	—	4000	Reserve	Hongkong
Albatross	torpedo boat destroyer	1640	—	800	Reserve	Hongkong
Albatross	crusier, 3rd class	3800	21	9000	Lieut. Comdr. P. M. Riadore	Hongkong
Albatross	torpedo boat destroyer	380	—	3900	Captain W. B. Faugner	Wharfedale
Albatross	river gunboat	14,100	28	31,600	Lieut. Comdr. C. P. Metcalfe	Yangtze
Albatross	crusier, 1st class	180	—	900	Captain Francis G. Kirby	Hongkong
Albatross	river gunboat	1,850	12	13,500	Lieut. Comdr. F. B. Noble	Wharfedale
Albatross	battleship, 1st class	350	—	6300	Captain T. G. Greet	Hongkong
Albatross	torpedo boat destroyer	1015	—	1400	Reserve	Hongkong
Albatross	Surveying-steam	825	—	680	Comdr. C. E. Moore	Lebanon
Albatross	river gunboat	85	—	340	Lieut. Com. R. E. Vaughan	West River
Albatross	aloop	850	—	800	Comdr. H. H. Atty	Singapore
Albatross	river gunboat	3600	—	240	Lieut. Com. H. H. Moore	Shanghai
Albatross	crusier, 3rd class	55	—	240	Capt. C. H. H. Moore	Yangtze
Albatross	river gunboat	250	—	6500	Lieut. Comdr. Crawford	Hongkong
Albatross	torpedo boat destroyer	4600	—	600	Comdr. D. D. D. D.	Hongkong
Albatross	river gunboat	180	—	800	Lieut. Comdr. E. V. Dugmore	Yangtze
Albatross	crusier, 3rd class	3400	—	9000	Capt. J. A. O. Wilkinson	Hongkong
Albatross	torpedo boat destroyer	380	—	300	Lieut. Comdr. R. E. Keate	Hongkong
Albatross	crusier, 3rd class	18,950	24	13,500	Capt. Leslie Stuart, C.M.G.	Hongkong
Albatross	battleship, 1st class	980	—	1400	Comdr. S. St. John Farquhar	Si gape
Albatross	aloop	355	—	6800	Reserve	Hongkong
Albatross	torpedo boat destroyer	320	—	450	Comdr. Ernest C. Hardy	Mira Bay
Albatross	surveying ship	380	—	5900	In Reserve	Hongkong
Albatross	torpedo boat destroyer	150	—	600	Lieut. Com. G. W. Wrightson	Upper Yangtze
Albatross	river gunboat	181	—	500	Lieut. Com. Wason	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.
+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Gun.	H.P.	Captain.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunzeuburger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	28	8000	Captain Mirtl	Shanghai
Achiron	French armoured gunboat	1798	10	1700	Comdr. Laferriere	Saigon
Alouette	French gunboat	900	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	—	150	Lieut. Crepin	Saigon
Aspin	French gunboat	140	6	150	Lieut. Journe	Saigon
Avallanche	French gunboat	580	6	400	—	Saigon
Bengali	French cruiser	3740	28	9000	Capt. Lefevre	Saigon
Bouche	French gunboat	140	—	150	—	Saigon
Cassiope	French cruiser	9018	18	17,000	Captain V. Poldone	Woosung
Cassiope	French gunboat	525	4	450	Commander Lonal	Saigon
Comete	French gunboat	680	8	800	Commander L'Est	Saigon
Decidive	French cruiser	4000	21	8500	—	Saigon
D'Alessa	French gunboat	350	7	300	Lieut. Jehenne	Shanghai
Etoile	French destroyer	9378	28	20,200	—	Shanghai
Foudre	French cruiser	307	7	390	Lieut. Comdr. Beaumont	Shanghai
Geydon	French gunboat	1950	15	2900	Commander Le Gollies	Shanghai
Jeridina	French cruiser	9700	18	18,000	Captain Cro	Shanghai
Kerenski	French cruiser	350	7	300	Lieut. de Van Prat	Shanghai
Montcalm	French torpedo-boat	4015	27	3500	Capt. Hozier	Hongkong
Mouquet	French gunboat	350	7	300	Comdr. Senne	Hongkong
Olry	French gun	350	7	300	Lieut. de Worth	Shanghai
Pascal	French torpedo-boat	9437	8	800	Capt. Vincent	Saigon
Redoutable	French cruiser	1798	10	1700	Captain Gubertone	Shanghai
Stryx	French cruiser	9356	2	900	Lieut. Holze	Shanghai
Sully	French gunboat	625	—	—	—	Yangtze
Surprise	French gunboat	6150	23	4500	Captain Bloud	Along Bay
Taklung	French gunboat	123	7	500	Lieut. Caro	Canton
Vauban	French gunboat	1857	15	3900	Comdr. Huel	—
Vigilante	German cruiser	11,000	15	14,000	Capt. Cro	Hongkong
Bismarck	German cruiser	1778	15	2900	Comdr. von Staudits	Shanghai
Furst Bismarck	German cruiser	8320	24	10,000	Capt. Wehr	Hongkong
Gaier	German cruiser	6500	27	10,000	Capt. Baron Schimmelmarm	Singapore
Hama	German cruiser	1000	10	1800	Comdr. Baron von M. Hillebrand	Nanking
Hertha	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Ilia	German gunboat	850	10	1344	Comdr. Kromcke	Hongkong
Itira	German gunboat	1006	8	978	Comdr. von Grumbkow	Shanghai
Jaruar	German gunboat	1545	15	2800	Captain Vol	Shanghai
Locha	German cruiser	2960	24	8000	Captain Vol	Shanghai
Möwe	German cruiser	900	10	1300	Comdr. Delming	—
Seeadler	German gunboat	170	5	1200	Comdr. Giebbler	Canton
Theia	German gunboat	—	3	500	Lieut. Behr	Shanghai
Tiger	German gunboat	2800	10	7471	Captain Bora Bora	Shanghai
Teufels	German gunboat	3600	29	7000	Capt. Presbitero	Shanghai
Vorwarr	German gunboat	2498	29	7000	Capt. Presbitero	Shanghai
Elba	Italian cruiser	1980	14	4000	Captain d'Antes Ribeiro	Shanghai
Marco Polo	Italian cruiser	790	—	—	Captain Coutinho	Shanghai
Puglia	Italian cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
Adamant	Portuguese cruiser	816	8	730	Comdr. Gant	Yadivostok
Dia	Portuguese gunboat	3500	8	4700	Capt. Gant	Port Arthur
Vasco da Gama	Portuguese cruiser	8000	27	24,000	Capt. Heinschinkel	Port Arthur
Alconi	Russian gunboat	7500	10	16,500	Comdr. Bjedkovitch	Port Arthur
Amur	Russian cruiser	1050	8	1150	—	—
Akhol	Russian cruiser	6840	12	18,500	—	—
Bayan	Russian gunboat	8751	6	8000	—	—
Bobri	Russian cruiser	1466	3	1700	Capt. Masanvsky	Saigon
Bogatyr	Russian cruiser	500	3	3500	Capt. Yuzef	Port Arthur
Bogoy	Russian gunboat	1400	6	2000	Capt. Zayatsky	Port Arthur
Dagblat	Russian gunboat	12,984	44	14,500	Captain Josen	Yadivostok
Gaidamak	Russian cruiser	1000	4	1000	Comdr. Shumov	—
Gromobly	Russian gunboat	1224	7	1400	Commander Osow	Shanghai
Gruik	Russian gunboat	3000	6	17,000	Comdr. Yuzef	Shanghai
Mandjov	Russian cruiser	1490	6	2000	Captain Kocet	Port Arthur
Norv	Russian gunboat	12,974	15	14,500	Captain Kocet	—
Ovny	Russian battleship	10,930	15	10,930	Captain Kocet	—
Pavlov	Russian battleship	12,974	15	10,930	Captain Kocet	—
Petravlovsk	Russian battleship	10,930	15	10,930	Captain Kocet	—
Pobla	Russian battleship	12,974	15	10,930	Captain Kocet	—
Pollva	Russian battleship	12,974	15	10,930	Captain Kocet	—
Ranynsky	Russian battleship	12,974	15	10,930	Captain Kocet	—
Ravinsky	Russian battleship	12,974	15	10,930	Captain Kocet	—
Ravinsky	Russian battleship	12,974	15	10,930	Captain Kocet	—
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Ravinsky						

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via S. PANG, Cebu, Port Said and Marseilles	Ophion	About 8th December	Freight and Passage
YOKOHAMA, via SHALMOJI and KOBÉ (Passing through the IZUMI SEA)	Polosoon	About 11th December	Freight and Passage
SHANGHAI	Malla	About 17th December	Freight and Passage
LONDON, &c.	R. A. FRIES	Noon, 17th December	See Special Advertisement

For further Particulars, apply to
E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, December 5, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Express Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)
R.M.S. EMPRESS OF JAPAN 830 Tons..... WEDNESDAY, Dec. 14, 1904.
R.M.S. ATHLETIC 830 Tons..... WEDNESDAY, Dec. 23.
R.M.S. EMPRESS OF CHINA 800 Tons..... WEDNESDAY, Jan. 11, 1905.
R.M.S. TARTAR 425 Tons..... WEDNESDAY, Jan. 26.
R.M.S. EMPRESS OF INDIA 800 Tons..... WEDNESDAY, Feb. 8.

Hongkong to London, 1st Class, via St. Lawrence 260. via New York 262.
Intermediate on Steamers, " 240. " " 242.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Ministers, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service
of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to
D. W. CRADDOCK, Acting General Agent,
Hongkong, November 16, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOI, KOBÉ & YOKOHAMA; FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
ARAGONIA	5186	SCHULTZ	Dec. 18, 1904.
NIROMEDIA	4370	WAGNER	Jan. 9, 1905.
NIMANTIA	4370	BARBER	Jan. 25, 1905.
ARABIA	4483	BARBER	Feb. 20, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, November 25, 1904.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, Dec. 7, at Daylight.
TAMSI, Via SWATOW AND AMOY.	M. STRUZE	SUNDAY, 11th Dec., at Daylight.
ANPING, Via SWATOW AND AMOY.	PROVIDENCE	WEDNESDAY, Dec. 14, at Daylight.
TAMSI, Via SWATOW AND AMOY.	ERITHOF	SUNDAY, 18th Dec., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been secured instead, for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.

For Freight, Passage and further information apply at the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, December 5, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA

MOI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
PIELADES	3765	F. G. Purinton	About Dec. 17.
TREMONT	3606	T. W. Garlick	About Jan. 10.
LYRA	4417	G. V. Williams	About Feb. 9.
PIELADES	3765	F. G. Purinton	About Mar. 4.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 3606 tons Capt. T. W. Garlick About 28th December.

For
MANILA & HONOLULU
TRAVEL
About 10th December.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARD.

The Twin screw S.S. Tremont and Lyra have just been fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
enables them to sail at 20 knots per hour. Barber's shop and steam laundry
on board. Cargo stowed in hold.

PANAMA, MANILA TO THE UNITED STATES AND CANADA.
For further information, apply to

Doddwell & Co., Limited
General Agents,
Hongkong, December 5, 1904.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAPAN, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	Hector	14th December.
AMSTERDAM, LONDON & ANTWERP	Sobriense	17th December.
GLASGOW AND LIVERPOOL	Hyson	20th December.
GLASGOW AND LIVERPOOL	Palmer	27th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	Telemaque	6th December.
AMSTERDAM, LONDON & ANTWERP	Hyson	20th December.
* GENOA, M'LLS, HAVRE & LIVERPOOL	Ningchow	22nd December.
AMSTERDAM, LONDON & ANTWERP	Deucalion	3rd January.
AMSTERDAM, LONDON & ANTWERP	Hyson	17th January.
* GENOA, M'LLS, HAVRE & LIVERPOOL	Hector	20th January.
AMSTERDAM, LONDON & ANTWERP	Palmer	31st January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via PANAMA	Palmer	28th December.
NAGASAKI, KOBÉ & YOKOHAMA	Palmer	28th December.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 2, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	Taiwan	6th December.
MANILA	Taming	6th December.
KOBÉ	Chingku	7th December.
NINGPO AND SHANGHAI	Kwelin	7th December.
KOBÉ	Kansu	7th December.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN,
CAIRNS, TOWNSVILLE, BRISBANE,
SYDNEY AND MELBOURNE

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duty qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, December 2, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon and staterooms
Electric Light—First Class Cuisine—Surgeon and
Stewardesses carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	Dec. 10, at 10 a.m.
RUBI	2540	R. W. Almond	"	Dec. 17, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, December 3, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks—

S.S.	Captain	J. P. Dawson
S.S. SWANLEY	"	J. P. Dawson
S.S. COURTFIELD	"	J. P. Dawson
S.S. GRANTLEY	"	J. P. Dawson
S.S. KRAL	"	J. P. Dawson
S.S. ASOOT	"	J. P. Dawson
S.S. LOTHIAN	"	J. P. Dawson
S.S. INKUM	"	J. P. Dawson
S.S. SIKH	"	J. P. Dawson
S.S. SIFALA	"	J. P. Dawson
S.S. INDRASHAMA	"	J. P. Dawson
S.S. INDRAYELLI	"	J. P. Dawson
S.S. SIFALA	"	J. P. Dawson

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 30, 1904.

INDO-CHINA STEAM NAVIGATION
CO., LD.

FOR SINGAPORE, PENANG AND
CALCUTTA

THE Company's Steamship
SUISANG.

Captain F. W. WILKES, will be despatched for
above on SATURDAY, the 10th inst. at
Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.
General Managers.

Hongkong, December 3, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

PROPOSED SAILINGS

S.S. OLAF FREDALM About
Dec. 10, 1904.

S.S. ELSA About
Dec. 17, 1904.

For Freight and further information,
apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, December 3, 1904.

Shipping.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
LIGHTNING.

Captain J. G. SUTTON, will be despatched for
the above Ports on TUESDAY, the 6th
Inst. at 5 p.m.

For Freight or Passage, apply to
D. SASSOON & Co., Ltd.,
Agents.

Hongkong, December 1, 1904.

STEAMSHIP SERVICE TO NEW
YORK, VIA SUEZ CANAL.

THE Steamship
BREIZ-IZEL.

will be despatched at above on WEDNES-
DAY, the 8th December, 1904.

For Freight and further information,
apply to
STANDARD OIL COMPANY
OF NEW YORK.

Oriental Freight Department.
Hongkong, December 5, 1904.

REGULAR

STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

STEAMERS	To Sail
ST HUGO	About Dec. 6.
SHIMOSA	About Dec. 28.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, December 3, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT, MAR-
SEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL & RIVER
PLATE.

ON TUESDAY, the 13th December,
1904, at 1 p.m., the Company's
Steamship FOURANE, Captain GIBSON,
with MALES, PASSENGERS, SPECIES,
and CARGO, will leave this Port for
Marseilles, via Ports of Call, without
stoppage.

Cargo and Species will be registered for
London as well as for Marseilles, and so
accepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon only on MONDAY, the 12th December.
Specie and Passengers received until 4 p.m.
on the same day. No Cargo will be re-
ceived on board on TUESDAY.

Parcels are not to be sent on board
they must be left at the Agency's Office.
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

L. BRIDOU,
Acting Agent.

Hongkong, November 24, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at THOS. PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
EASTERN.

Captain ELLER, will be despatched for the
above Ports on WEDNESDAY, the 16th
December, at Noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refrigera-
ting Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To secure the additional comfort
of passengers the steamer of the Company
have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 15, 1904.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PIRAM, ADEN, COLOMBO, SINGAPORE,
PENANG, KALING, AND
SOUTH AFRICAN PORTS.

THE Steamship NUBLA, Captain
F. N. TILLARD, carrying His
Majesty's Mails, will be despatched for
the above Ports on SATURDAY, the 17th
December, at Noon.

Passengers and Cargo for the above Ports
must be left at the Agency's Office, at
least 24 hours before departure.

A Stewardess and a duly qualified Surgeon
are carried.

For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 15, 1904.

THE COMPANY'S STEAMSHIP

will be despatched for the above Ports
on THURSDAY, the 20th Dec., at
Noon.

For Freight and further information,
apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, December 3, 1904.

Notices to Consignees.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S
STEAMER RANGAL.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Homage and
Lowdown Wharf and Godown Company's
Godowns at Kowloon, where each consignee
will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.

This Vessel brings Cargo—
From London, &c., ex a.s. Victoria.
From Australia, ex a.s. Oceania.
From Calcutta, ex a.s. Oceania.
From Penang, &c., ex a.s. B. I. S. N.
and H. and P. S. N. Co.'s steamers.

Optional goods will be landed here un-
less instructions are given to the contrary
before Noon, To-day.

Goods not cleared by the 9th inst.,
at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by
me in any case whatever.

Damaged packages must be left in the
Godowns for examination by the Con-
signee and the Co.'s representative at an
appointed hour. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No claims will be admitted
after the goods have left the Godown.

E. A. HEWETT,
Superintendent.

Hongkong, December 3, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship Lightning, having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from along-
side.

Cargo impeding the discharge will be
landed at once at Consignee's risk and
expense. Cargo remaining on board after
5 p.m. of the 2nd December, will be
landed at Consignee's risk and expense into
the Godowns of the Homage and Lowdown
Wharf and Godown Company, Ltd.,
Kowloon.

Consignees of Cargo from Singapore and
Penang are requested to take immediate
delivery of their Goods from alongside;
such Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signee's risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the undersigned.

SPORTS.

THE MATCH BETWEEN THE 'HILLS' AND THE 'PLAINS'

The match between the 'Hills' and the 'Plains' resulted in a win for the 'Plains' by 158 runs. The scores were:—

HILLS, First Innings ... 69

PLAINS

A. G. Ward, c. Bailey, b. T. S. Smith 66
Eng. Com. V. de Paris, R.N., run out, 12
W. Daniel, et. H. Hancock, b. Paddy 18
W. P. Lonsdale, R.A. (capt.) et. H. Hancock, b. Paddy 18
T. E. Pearce, c. Bird, b. H. Hancock 50
O. H. Mackay, b. Bird 16
F. Butcher, b. Bird 16
Lt. Bull, R.M.L., not out 8
Com. T. Sheilford, R.N., c. and b. Bird 8
T. C. Gray, b. Bird 15
Extras ... 15

Total ... 220

BOWLING ANALYSIS.

PLAINS.	B.	M.	A.	W.
R. E. O. Bird	13.1	1	4	1
R. Hancock	12	2	0	1
G. E. Mitchell	4	0	18	0
J. T. Dixon	10	1	10	0
Major Paddy	8	1	22	2
T. S. Smith	6	2	20	2
A. Mackenzie	6	2	18	0

THE NEWLY-FORMED KOWLOON CLUB added another win to their list on Saturday, by defeating Craigengower by 38 runs. The scores were:— Kowloon 132 (Lightfoot 34, Dixon 24 and Cross 19) Craigengower 94 (M. E. Ager 27, Brown 18 and Rose 10). Paddy took six wickets for Craigengower and W. Dixon took six for Kowloon.

A. G. O. CIVIL SERVICE.

The Army Ordnance Corps defeated the Civil Service on Saturday by 52 runs. The scores were:— Civil Service 42 (Alldin 28, Edwards 26 and Davies 11). Bradford captured 6 wickets for 21 runs and Davies 3 for 21 for the A. O. C., while Mitchell, 3 for 24, Jackson, 3 for 8, and Lambie, 3 for 22, were the most successful trundlers for the Civil Service.

LEAGUE CRICKET.

The following is the position of the various Clubs in the Cricket League:—

	Played.	Won.	Lost.	Drawn.	Pts.
Army Ord.					
<i>nadco</i>	7	6	1	0	18
H.K. Police	5	4	1	0	12
Kowloon	5	3	2	0	8
88 Co. R.G.A.	2	2	2	0	3
Craigengower	6	2	3	1	7
Civil Service	5	2	3	0	6
R.A.M.C.	8	2	6	0	6
Royal Engineers	4	1	1	2	6
H.K.C.C. 'A'	2	1	0	1	4
Panama	4	0	4	0	0

(Three points for a win and one for a draw.)

FREIGHT CIRCULAR.

In the Freight Circular, dated December 3, Messrs Lamke and Kogge report:—

The market has ruled very firm during the past fortnight, the chief feature having been a strong demand for tonnage on monthly terms, chiefly on Japanese account, emanating from the North, but also locally, and a large amount of business has come to pass at full rates. The demand has been principally running for prompt steamers, but chartering has also been done well forward, as far ahead as February and a good deal more tonnage could easily be placed, but owners having raised their ideas so materially of late, further business is rendered rather difficult. Local Chinese hongs, in face of the threatening scarcity of tonnage next spring have also entered the market and picked up a few boats at high figures, but with no exclusions as to trade. Others, however, desirous of chartering for neutral trade only, have so far not come to terms, the reductions conceded by owners being so inadequate, that the boats would work out at very high figures, if employed in the Southern market. As regards the Philippines, Java, etc., and prospects in these directions are not sufficiently assured as yet to inspire intending Charterers with sufficient confidence. The Charter embodied in list of settlements work out rates ranging from 8/6 to about 9/2 per ton and, as already mentioned, on this basis further business is quite practicable, but not at 10/— which is some instances owners have been demanding. In face of the present political state of affairs, it is of course impossible to say how freight matters may shape themselves; with the Baltic fleet drawing near, any relaxing of Steamers under Japanese colours is hardly to be thought of, but on the other hand, a continuous rush of tonnage from Europe to the East may cause the supply to exceed the demand, which so far has been the reverse.

Business transpires has been of an insignificant character. As regards both Saigon and Bangkok, the market has been quiet, and no revival of business can be looked for until next year. Quotations for Saigon to this date stand at 324 cents per picul, inside the box, but steamers have lately experienced great difficulty in filling. Saigon Philippines, a charter is reported at 31 cents per picul and there is further, though limited, demand to fill all contracts.

Java to this, except shipments for Refractories account in monthly local Java boats, no outside have been taken, sugar prices in Java having advanced so materially as to put a temporary stop to business.

Hence to Japan prices, a strong demand has been prevailing and a number of boats have been taken at rates ranging from 25 cents to 35 cents per picul. The market closes at 25 cents, but outside steamers are sufficient to procure, that business at lower rates would seem quite impracticable.

Another Northern business, the chrysomelid season is almost over, and demand for steamers to Europe, India, and Australia ports for Europe, and Australia ports, 25 cents per picul, has been met, the market closing at 25 cents.

Coal freight has been very quiet, and up to 82.50 per ton, but demand for steamers to Europe, India, and Australia ports, 25 cents per picul, has been met, the market closing at 25 cents.

From London, a charter has been reported at 31 cents per picul and there is further, though limited, demand to fill all contracts.

In other directions, no business has been reported.

THE VALLEY OF DEATH.

The story of a gold prospector's terrible experiences in what is known as the Death Valley, Nevada, comes from Caliente. Old 'Doc' Wilson, who for years has prospected through every State in the international country, Mexico and British Columbia, arrived in Caliente on October 26 with two sacks of ore taken from a three foot ledge of snow-white quartz in the dreaded Death Valley. Wilson says that he would not go through the hardships of his last trip again for a round million. His hands and face are perfectly raw from the sun and sandstorms. He is nearly blind and \$20,000 is what he has to show for two months of the most terrible experience that a prospector ever went through and lived to tell the tale.

Wilson left Moapa last June and started towards Death Valley with a horse and two pack mules. Water barrels were carefully arranged on the way and food enough taken to last for two months. He went into the valley about 150 miles before striking pay dirt to suit him, and on September 10th started across a lava waste towards the Saw Tooth cliffs of white quartz. After killing exertions he managed to reach the summit of the range and there found the wonderful ledge from which he obtained his quartz. He remained on the claims which he staked out until only sufficient water remained to enable him to return to civilization for a new supply.

On September 21st he started with five sacks on the return trip. Five days later he was overtaken by a terrific sandstorm which nearly blinded him and during its progress he lost his horse and pack animals, and all marks of his trail were obliterated. A third of a barrel of water was all that remained to last him for the remaining eighty odd miles which he expected to traverse.

Wilson has but very little recollection of how he passed the next week, but at the end of that time found himself in the camp of Morris Reilly and Dick Sanford, prospectors, near the edge of the Death Valley. They had found the old prospector nearly forty miles within the desert line, with but one sack of ore to which he had clung all through his fearful wanderings. His lips were so parched and bleeding that they were compelled to force his teeth apart to give him water and his tongue so swollen that he could not speak.

Two weeks' rest at Moapa partially restored his sight, but not for all the gold in the mountains will old Doc agree to return to the dread Death Valley. A party of five prospectors left Moapa yesterday with careful directions as to the locality of the rich ledge and expect to be able to locate something rich before returning, if Death Valley does not claim them.

A DECOY'S CRIME.

A ghastly crime, which in its details reminds one forcibly of the case of the notorious Gabriella Pompadour, was discovered in Vienna on October 12.

Hert Pietich, a partner of the firm of Pietich & Klein, makers and exporters of bronze articles, was walking along the Magdalenen Strasse in the pouring rain when he chanced to look up at the apartment of his co-partner Klein, who with his wife had left for Hungary on last Thursday. The curtains had been caught by the wind and were hanging outside the windows. Pietich, who had a key to the apartment, went up to close the windows, and at once noticed a peculiar smell in the room, which appeared to proceed from under a sofa. Pushing the sofa aside, he found a corpse wrapped in a dirty sack the mouth of which was tied with a handkerchief.

The mysterious crime, now that investigations have been made, stands revealed in all its sordid horror. Johann Klein, who had enjoyed an excellent reputation, recently made the acquaintance, through the medium of the 'marriages' advertisement column, of Francesco Braun, ostensibly a widow with a small fortune, and undoubtedly with an undesirable past. She was good-looking, about thirty years of age and not illiterate. Indeed, it is said she was at one time a Nun and a governess.

She must have acquired an absolute ascendancy over Klein, for she lured him in the space of a few weeks from an honest man into a murderer. It must be left to Professor Lombroso to find the psychological cause of the crime.

The woman appears to have long contemplated making a big coup by decoying a wealthy admirer into her room. She nearly trapped a rich Hungarian baron, and actually succeeded so far that he bought for her a victrola, which she would have received his ransom if he had not grown suspicious, and called his valet.

The victim she finally selected was an old man of 72, Johann Sikora, a retired book merchant. This is the man whose body was found. The deed was done under the age. For three days the wretched slave in the apartment, the corpse lying in a chilling room. The day after the crime he robbed the victim's pocket, and as there was a valuable watch, a ring, and a diamond necklace, they were taken. The woman then turned her attention to the man's pockets, and found a small sum of money. She then turned her attention to the man's pockets, and found a small sum of money.

Intimations.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

DELIGHTFULLY SITUATED. Decorated and Appointed with Latest Approvements. Homelike and Comfortable. Clean and Quiet.

BEAUTIFUL VIEWS, AND WALKS.

EXCELLENT CUISINE AND EFFICIENT ATTENDANCE.

MODERATE TARIFF.

TELEPHONE: Nos. 421 and 338.

December 5, 1904.

OSAKA HOTEL,

NAKANOSHIMA PARK.

OSAKA, JAPAN.

(TELEPHONE: No. 718, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARL, Manager.

December 5, 1904.

Intimations.

BOO CHONG,
STATIONER & PAPER MERCHANT,
No. 20, PORTUGUESE STREET.
HAS always on hand every kind of Stationery, Paper for Office Use and Writing-paper, Copying Presses, Pencils of the Best Make, and Automatic Cylinders and Ellipse Duplicator.
Hongkong, November 10, 1904. 2033

A LING & CO.,
FURNITURE STORE,
AND
FOOCHOW LAQUERED WARE,
68, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, September 3, 1904. 1827

MESSRS COOPER & CO.

TAILORS, DRAPERS & OUTFITTERS

BEG to announce that having engaged the Services of a COMPETENT OUTFITTER, with a thorough knowledge and experience of Gent's Requirements, they are now in a position to undertake all Orders for every description of Tailoring Work and a Correct Fit and Style Guaranteed.

Every Requisite for Gent's Wear and personal use supplied at the most Reasonable Prices.

A Trial Order Earnestly Solicited.

Hongkong, September 8, 1904. 1459

WING FAT,

IMPORTER AND EXPORTER

SILK MERCHANT.

JEWELLERY DEALER AND GOLD AND SILVERSMITH.

HAS always on hand a Special Selection of Assortment of every kind and pattern of Chinese Manufactured SILKS, CURIOS, IVORY WARES, and best quality of China Glass, Cloth and Chinese Sundries.

Also.

Best kind of Manila Cigars. Inspection is cordially Solicited. Prices very Low.

No. 66, QUEEN'S ROAD CENTRAL, Next Door to Chinese Club.
Hongkong, November 1, 1904. 1865

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18 MAUDONNELL ROAD.
Under European Management.
Apply at the House.
or
At FAIRBANK & CO.,
Opposite Hongkong Hotel.
Hongkong, June 10, 1903. 97

BOARD AND RESIDENCE.

'KILLADOON'
ON North Spur of MORRISON HILL,
151, WANDERER ROAD.—Light Air and Well-furnished Double and Single Rooms with full view of the Harbour. With or without board.
Rent Terms, apply to the Proprietor, at 151, WANDERER ROAD.
Hongkong, July 27, 1904. 183

RELAND HOUSE.

SUPERIOR ACCOMMODATION
(Opposite Commercial House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Mrs WARDEN, Proprietress.
Hongkong, July 17, 1904. 194

NOTICE TO SHIPPERS.

THE HONGKONG & SOUTH CHINA STEAMSHIP CO., LTD., during the suspension of their service, have been unable to supply the necessary information to the shippers. The company is now in a position to supply the necessary information to the shippers. The company is now in a position to supply the necessary information to the shippers.

Insurance.

THE WESTERN ASSURANCE COMPANY
PANY OF TORONTO AND LONDON.
INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.
Hongkong, April 23, 1904. 1412

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903, £1,000,000.
Authorized Capital £2,000,000
Subscribed Capital £2,000,000
Paid-up Capital £2,000,000
II—Fire Funds £3,088,981 12 3
III—Life & Annuity Funds £13,164,188 17 7
£16,253,169 8 10
Revenue Fire Branch £1,938,128 0 0
Life & Annuity £1,615,768 11 9
Branches £23,550,883 11 9
The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.
Hongkong, June 18, 1904. 1637

FIREMAN'S FUND INSURANCE CO.

SAN FRANCISCO, CALIFORNIA.
STATEMENT to 31st DECEMBER, 1903.
ASSETS, GOLD, £9,458,890 37
NET SURPLUS, GOLD, £2,156,118 50
INCOME, GOLD, £3,470,787 53

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.
Hongkong, March 23, 1904. 182

MARTIN'S APOLLO STEEL FILES.

3 Tons Ready to Deliver. The Files are of the best quality and are guaranteed to last. The files are of the best quality and are guaranteed to last.

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

NOW READY.

Copies may be had at 'CHINA MAIL' Office. Price 50 Cents each.

WASHING BOOK.

(In English and Chinese.)
WASHING BOOKS, for the sale of 'Ladies and Gentlemen, can now be had at this Office—Price 50 Cents each. Order by Mail.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2.

THERAPION No. 3

THERAPION.

THE THERAPION is a new French remedy for the treatment of various diseases. It is a new French remedy for the treatment of various diseases. It is a new French remedy for the treatment of various diseases.

Banks.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, RESERVE AND UNPAID SUBSCRIPTIONS ... \$1,000,000,000
PAID-UP CAPITAL ... \$1,000,000,000
RESERVE ... \$1,000,000,000
UNPAID SUBSCRIPTIONS ... \$1,000,000,000

BANKS.

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE ON THE 12th NOVEMBER, 1904.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL ... \$10,000,000
RESERVE ... \$10,000,000
UNPAID SUBSCRIPTIONS ... \$10,000,000

BANKS.

THE HONGKONG SPECIFIC BANK, LIMITED.
ESTABLISHED 1860.

BANKS.

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

BANKS.

THE HONGKONG SAVINGS BANK.

BANKS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

BANKS.

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RESERVE ... \$1,000,000,000
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BANKS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

AGENTS FOR THE CHINA MAIL.

LONDON: 11 & 12, Old Bailey.
SINGAPORE: 11 & 12, Old Bailey.
HONGKONG: 11 & 12, Old Bailey.

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LONDON: 11 & 12, Old Bailey.
SINGAPORE: 11 & 12, Old Bailey.
HONGKONG: 11 & 12, Old Bailey.

MAKING A VESSEL IN HONOR OF ENCORE

Mails will close:—

To facilitate finding the position of any vessel in the Harbour, the Harbour is divided into seven sections, as shown on Green Island. Vessels enter the Harbour along the western side, the Harbour above it, and leave it the body of the Harbour midway between each shore are marked off, in connection with the sections, as follows:

<p>Section.</p> <ol style="list-style-type: none"> 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Office. 4. From Harbour Office to the Market. 5. From the Market to Piddar's Wharf. 6. From Piddar's Wharf to the Caval Yard. 	<p>Section.</p> <ol style="list-style-type: none"> 7. From Caval Yard to Blue Buildings. 8. From Blue Buildings to Post Point. 9. From Post Point to North Point. 10. From North Point to Kowloon Wharves. 11. From Kowloon Wharves to Jardine's Wharf.
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Vessel Name.	Rank.	Captain.	Flag and Reg.	Tonnage.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Agincourt	5	Worsnop	British str.	2876	Oct. 8	Gilman & Co.	R'toon Do.
Amara	5	Mastick	British str.	1668	Dec. 1	Jardine, Matheson & Co.	Oct'ian Do.
Andrew Blumson	5	Kohn	Ger. str.	1020	Nov. 28	Buttenden & Swire	
Angoon	5	Schuldt	Ger. str.	8120	Dec. 4	Portland & Asiatic S. S. Co.	
Atlanta	5	Antascent	Amer. str.	670	Dec. 26	Bannister & Co.	
Banco	5	Ferguson	British str.	2738	Dec. 1	P. & O. S. N. Co.	
			British str.	2163	Dec. 5	Bradley & Co.	

Belgian King.	2	Mohle.	Ger. str.	1001	Dec.	Malchers & Co.	
Borneo	2	Schulmeister.	Ger. str.	774	Dec.	Jensen & Co.	Haplong Kobe Dec. 6.
British Empire	2	W. Howie.	British str.	1485	Dec.	Stattenfield & Swiss	Dec. 7.
Chingtu	2	W. Hoff.	Ger. str.	739	Dec.	Hamann, Amerika Linie	
C. Fred. Laem.	2	W. Hoff.	Norw. str.	3216	Dec.	Sander, Wierler & Co.	
Eik	2	Petersen.	Ger. str.	904	Nov.	De lauben & Co.	
Elbe	2	Pybus.	British str.	903	Nov.	C. P. R. Co.	
Empire of Japan.	2	Pybus.	British str.	903	Nov.	James, Matheson & Co.	
Foonhing	3	Arthur.	British str.	1428	Nov.	Chinwee	
Gaas	2	Diemel.	Norw. str.	1907	Nov.	Sillemssen & Co.	
Germania	2	Diemel.	Ger. str.	558	Nov.	Sillemssen & Co.	
Gibraltar	2	Basley.	British str.	3243	Dec.	Doddard & Co., Limited	
Gold Coast	2	Starkey.	British str.	1866	Dec.	Doddard & Co., Limited	
Goldwin	2	Starkey.	British str.	1866	Dec.	Conlay Steamship Co.	
							Swatow & Foochow Dec. 6.

Haiphong	5	b	Pasamon	British	1867	No. 23	A. R. Marty	Haiphong	Dec. 7.
Haiphong	5	c	Gray	British	1867	No. 23	A. R. Marty		
Hanoi	3	c	Marion	French	187	No. 23	A. R. Marty	Haiphong	Dec. 7.
Hanoi	3	c	Rode	Ger.	1839	No. 29	Siemens & Co.		
Hellina	3	c	Sawer	British	1837	No. 27	Jardine, Matheson & Co.	Haiphong	Dec. 7.
Huaseang	3	c	Uodin	French	706	No. 27	A. R. Marty		
Hue	3	c	Collington	British	3125	No. 28	Jardine, Matheson & Co.	Haiphong	Dec. 7.
Hue	3	c	Collington	British	3125	No. 28	Jardine, Matheson & Co.		
Irene	3	c	Taylor	Chi.	528	No. 25	G. M. & Co.	Haiphong	Dec. 7.
Kansu	3	c	Baddley	British	528	No. 25	G. M. & Co.		
Kintok	5	c	Robinson	British	1843	No. 2	Butterfield & Swin	Haiphong	Dec. 7.
Kintok	5	c	Robinson	British	1843	No. 2	Butterfield & Swin		
Kuikiang	3	c	Harris	Brit.	1240	No. 30	Butterfield & Swin	Haiphong	Dec. 7.
Kuikiang	3	c	Harris	Brit.	1240	No. 30	Butterfield & Swin		

Koh-si-tang	3	McIntosh	British str.	1068	Nov.	30	Butterfield & Swire	Singapore & Calcutta	Dec. 6.
Howlin	3	Spence	British str.	2123	Nov.	30	David Sassoon & Co., Ltd.		
Lightning	3	Spence	British str.	2843	Nov.	30	Bradley & Co.	Singapore	Dec. 7.
Longship	3	Spence	British str.	2843	Nov.	30	Bradley & Co.		
Mathilde	3	Schlaeker	Ger. str.	678	Dec.	2	Jelison & Co.	Singapore	Dec. 7.
Median	3	Schlaeker	Ger. str.	678	Dec.	2	Jelison & Co.		
Meefoo	3	Siebold	Ger. str.	780	Nov.	30	Siemens & Co.	Singapore	Dec. 7.
Opaland	3	Whitehaw	Chi. str.	1321	Nov.	30	C. M. S. N. Co.		
	3	Schlytter	Norw. str.	844	Dec.	4	W. H. Busan, Kuala	Singapore	Dec. 7.
	3	Olson	British str.	2730	Dec.	4	D. W. & Co., Ltd.		

Ormsley	c Lehmann	Ger. str.	1238	Nov.	27	Slomson & Co.	
Lyonsen	c Seeborg	Norw. str.	837	Nov.	18	East Asiatic Trading Co.	Maritime
Prato	c Bremer	Ger. str.	887	Nov.	28	Slomson & Co.	Dec. 2.
Progress	c Hoy	British str.	927	Nov.	29	Doddwell & Co., Ltd.	Dec. 3.
Riverdale	c Brown	British str.	3438	Nov.	29	Jardine, Matheson & Co.	
Sealds	c March	U.S. str.	1983	Dec.	3	Chinese	
Shahraz	c Ropsten	U.S. str.	907	Dec.	1	Jensen & Co.	
Signal	Wholesale	British str.	1776	Nov.	29	Jardine, Matheson & Co.	A'leen
Sulingen	c Elander	British str.	1109	Nov.	30	Butterfield & Swire	
Taiwan	c Pennefather	British str.	1860	Nov.	28	Butterfield & Swire	Manih.
Taiyang	c Williamson	British str.	1873	Nov.	3	Chinese	Dec. 5.
Taiyung							

Then	3	c Fulda	Ger. str.	2475	Nov. 28		
Tijapane	3	c Wart	Dutch str.	1260	Nov. 28		
Triton	3	c Karit	Ger. str.	1083	Dec.		
Triumph	3	c Kramt	Ger. str.	987	Nov. 23		
Tuncheon	3	c Purkin	Engliah str.	793	Nov. 23	(Order)	
Yuenanue	5	c Rolfe	British str.	1128	Dec.	2	Jardine, Matheson & Co.

Sailing Vessels.							

Amoco.....	2	c Sater	Br. bgs.	918	Aug.	6	Sander, Wister & Co.
Erie J. Ray	2	c Kasten	usr. bgs.				
Prince Robert	2	c Hansen	N. 4-m. bk.	2355	Nov.	22	Island Oil Co.

TEAMERS PASSED SUEZ CANAL (SUPPLIES THROUGH REEDER)	Exchange, HONGKONG, December 5, 1904.	China Coast Meteorologist Register. 4th December—12.4 p.m.
Class. <i>Forward, Sothe Register, Nov. 1;</i>	On London—	

[illegible][illegible]

On demand	88 1/2
Gold Seal, 100 fine, (per hai)	85.80
Sovereigns (Bank's buying rate)	810.48

The P. M. S. S. Co.'s s.s. Manchuria, with

[illegible]

30th Nov., at 6 p.m.		HONGKONG STEAMSHIP CO.		Tientsin		8012		
The O. S. S. Co.'s <i>Couch</i> left Vladivostok on the 2nd Dec. at daylight for Hongkong via Nagasaki, Moji, &c., and may be expected to arrive here about 17th Dec.		December 6th or 14th 1904.		Taku		8013		
		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Kobe		8014		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8015		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8016		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8017		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8018		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8019		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8020		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8021		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8022		
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The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8024		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8025		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8026		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8027		
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The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8035		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8036		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8037		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8038		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8039		
The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		The <i>Yokohama</i> leaves for Yokohama on the 14th Dec.		Yokohama		8040		

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1998

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December 8, 1901

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